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NEWS OF THE FAR EAST
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with which is incorporated the
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Hongkong, 23rd January, 1907. 30

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BIRTH.

On January 31st, at Shanghai, the wife of O. THORNTON, of a son.

MARRIAGE.

On February 2nd, at Shanghai, CHARLES WILLIAM CHURCHILL, R.C. "Pink Ching," to ELIZABETH CECILIA SANDERSON.

DEATHS.

On January 31st, in Cheshire (Eng.), the wife of W. J. B. CARRIE, of Shanghai.

On February 3rd, at Shanghai, DAVID FRANCIS FRANK.

HONGKONG OFFICE: 10A, DES VEAUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 8th, 1907.

That what is known in trade as a Chinese Bank Order should be above suspicion is plainly one of the necessary foundations of trade as carried on in North China, at least. This doctrine has been always hitherto acknowledged, and that such should be the case is evident from a consideration of the conditions of the trade; the Bank order differs in many important particulars from a cheque, inasmuch as it is a distinct order issued by the Bank, and is like a bank note payable to bearer, and does not require any endorsement by the party giving it, the whole responsibility for its payment being assumed by the bank. On this ground it has always been held to have closed the transaction in respect of which it was paid, any subsequent proceedings being merely on account of the document itself, not on account of any previous transaction. Before issuing the order the bank has to assure itself, in case it have not received its equivalent in cash, as to the solvency of the party to whom it has issued it in the first instance; and once it has issued it, it cannot plead that it has no asset. The solvency of the bank issuing the order is, in fact, the only consideration affecting the recipient. Of course if the order have

been stolen or otherwise come into improper hands, the bank may, as in the case of a stolen note, temporarily refuse to pay the amount to the presenter, but it cannot on any such plea acquit itself of its liability for payment, which is inherent in the document itself, and cannot be traversed; and in any case it assumes all the responsibility quite independent of the original grantee, whose absolute property it became on issue.

Such is the claim of the Shanghai General Chamber of Commerce in respect to certain Bank Orders for which payment was refused on the plea that the recipients had not fulfilled the conditions on which the holders of the order had passed it over. It appears that certain bank orders were given in payment of cargo purchased of a firm in Shanghai, which were passed into a foreign bank in the ordinary course of business. These orders on becoming due were presented for payment to the issuing bank, but payment was refused on the plea that the delivery order for the goods had not, when applied for subsequently to the acceptance of the order, been given; and that in consequence there was no indebtedness. The Chinese banks on the other hand have through the Chamber been seeking to establish a hitherto unheard of claim, that it is open to the giver of a bank order to a foreign firm, should he have, or fancy he have, a dispute concerning the matter for which he has handed over the bank order, to notify the bank to refuse payment on maturity, and hand over the money to the Bankers' Guild pending a settlement of the dispute satisfactory to himself.

It is not alleged in the cases complained of that any loss resulted to the giver of the order, the goods bargained for having been delivered in accordance with the agreement; but it can be readily seen that any attempt to discredit an unconditional document would have a very detrimental effect on the commerce of the port, and would go far to destroy the confidence hitherto existing between native and foreign merchants, and would certainly be detrimental to the interests of both. In the first instance the granting of post-dated orders has proved of enormous advantage to the native merchant, as it affords him in his dealing with his own bank the necessary time to pass on the purchased cargo in whole or part, or to make his own arrangements as to continuing his credit. The only alternative to this course would be to require payment in cash and this would be in the majority of cases practically impossible. Had any advantage been taken of the present system to commit frauds on Chinese purchasers, there might have been room for asking for a reconsideration of a rule which practice had shown to be conducive of fraud, but no such is alleged. The present system has, it is acknowledged, worked to the mutual benefit of all; and has been proved of advantage to the trade generally, so that prima facie no palpable reason can be alleged for desiring to alter it.

On the other hand if it were permissible to reopen every case for discussion when the bank order attained maturity, an enormous opening would be afforded for fraud on the part of the Chinese purchaser, and a bank order would be practically of no more value than an ordinary post-dated cheque. As in the course of trade both sides are practically dependent on their banks for clearing these transactions, no sale could be effected till the actual cash had been handed over, a condition which would bring back the unsatisfactory relations existing in primitive ages before the general introduction of banks. In any case the Chinese purchaser has the remedy in his own hands, by seeing that he has the proper documents before handing over the order. Other complaints made by the Chinese as to bank holidays, &c., are easily adjustable. When used in the course of a quarrel they may serve to add fuel to the present growing spirit of discontent, but as Mr. Skerrowe points out, the inconveniences are not altogether on the side of the Chinese; a little latitude has by old custom been permitted to grow up, to the mutual satisfaction of both sides. There has up to the present been a little yielding on both sides, but if the Chinese banks desire to introduce hard and fast rules with regard to holidays and hours of business, they must be prepared to reciprocate. Altogether the new attempt on behalf of the native banks to upset previous arrangements is only on a par with the general unfriendly disposition which is being fanned by the reactionary party from one end of the Empire to the other. It is founded on no real grievance, nor has it the excuse of being in any way brought about by any unfriendly spirit in the past of foreign governments, or foreign residents.

His Honour J. H. Stewart Lockhart, the Commissioner at Weihaiwei, was among the passengers who arrived from the North by the P. & O. mail steamer *Delta* yesterday.

The funeral of the mother of Thanh-Thai, King of Annam, was to have taken place in the beginning of February. She will be interred in the tomb of the King Tu Duc.

Lord Brassey, speaking at Ramsgate, said, "I make myself responsible for giving the public the assurance that our naval supremacy in European waters is beyond the possibility of challenge."

The occasional dead bodies which are being recovered from the harbour serve to remind us that the death roll of the recent squall is not yet complete. On Wednesday five corpses were recovered, five on the previous day, and four on Monday.

In view of the questions asked in Parliament when the Duke and Duchess of Connaught travelled in a Government vessel to Sweden to visit their daughter, it may be stated that every penny of the cost of the private portion of this tour is borne by the Duke. His Royal Highness's expenses while acting in the capacity of Inspector-General of the Forces will, of course, be borne by the Government.

In the course of a pleasant shoot at Beaulieu, Captain Cutbert's gun went off accidentally and killed his wife, the Lady Dorothy. The Lady Dorothy Cutbert was the third daughter of the Earl of Stratford. She was married in 1903 to Captain James Harold Cutbert, D.S.O., of the Scots Guards, who served with distinction in the Boer War. The accident took place on their own estate in Northumberland.

Under the new regulations Chinese women are not allowed to take out licences for opium dens, and it was this difficulty which led Wong Shi to engage an accountant to take out a licence for her divan in Victoria Street. He is alleged, however, not to have been an honest man, for it is stated that he disappeared a few days later with about \$40 of his employer's money. A warrant has been issued for his arrest.

It is stated that four captains of the German army have left for Japan, where they will study the military institutions of that country. These officers, who have had a special preparation on the German General Staff, and have been initiated into the mysteries of the Japanese language at the Oriental Academy, will at the outset, spend some time in Tokyo, and will afterwards be distributed among various regimental and other commands.

Eleven Chinese appeared before Mr. C. D. Melbourne at the Police Court yesterday to answer charges of being rogues and vagabonds. It appears that the owner of certain houses in Possession Street which were let, found the defendants in occupation and informed Inspector Ritchie who caused them to be arrested. The rent collector of the owner gave evidence that the defendants had applied to him to enter one of the vacant houses and he had granted permission. After hearing this evidence his Worship discharged the defendants.

An interesting statement appears in the last annual report of the Survey of India. It is said that recent surveys in Burma have brought to light the rapidly with which the coast-line on the western side of the Gulf of Martaban is advancing, the margin of the sea being now at some points as much as six miles from where the survey of twelve years ago shows it to have been then. The Gulf lies between the Pegu and Tenasserim coasts, and this advance of the land on the Pegu side at the rate of half-a-mile yearly is very remarkable. Probably in no other part of the world is a change of this kind proceeding so rapidly, and further information as to the causes at work might well be given.

The rumour is received, says the *Yankee World*, that the C. P. R. Co.'s steamship service on the Pacific will be materially improved in the spring. A recent arrival here from Montreal says it is the current report in C. P. R. circles that the company will build two larger and faster vessels for the Atlantic, and that the Empress of Britain and of Ireland, or vessels similar in build and in speed, will be brought to the Pacific, probably for the British Columbia Orient run, the present Empress liners on this side being diverted to the Australasian trade. The augmentation and improvement of the C. P. R.'s Pacific fleet has been in the air for some time, for although the Empress are fine vessels they are threatened with eclipse by the fine new liners of the Pacific Mail and the new turbines that the Japanese company will put into commission in the spring.

Mr. Motono, the Japanese Ambassador to Russia, who is just now in Paris, has in the course of conversation with a representative of the *Matin* again contradicted the rumoured tension between the Russian and Japanese Governments. His Excellency said: "It is absolutely untrue that the negotiations which have up to the present taken place have produced any tension between Russia and Japan. The interpretation of a treaty of such importance nearly always gives rise to discussions or prolonged negotiations, and a certain divergence of views. In order to remove these divergences, numerous cordial discussions have taken place. They have not as yet been settled, but the two Governments are taking time in order to arrive at a definite interpretation which will in the future avert all misunderstanding between the two countries. The negotiations, though not yet finished, are proceeding very satisfactorily, and I assure you that there has never been any diplomatic tension."

The *Melbourne Age* states that it is confidently declared, on the authority of missionaries in the Pacific Islands, that France has ceded Tahiti to Great Britain in consideration of territorial concessions in Burma or Further India. Mr. Deakin, the Federal Premier, declares that he is without information on the subject.

Classes in Japanese have been started in the City of London College, acting in conjunction with the London Chamber of Commerce. The classes are conducted by Mr. S. Nishigori, formerly a professor in the Imperial University at Peking and previously secretary of the provisional Government of the district of Tientsin.

In their quarterly report the Executive of the Card Room Operatives' Society refer to the profitable state of the cotton trade. This, they say, applies to all spinners, whether spinning Sea Island, Egyptian, or American cotton. It is not often that such a spell of good trade, embracing all sections of cotton spinning, has been seen, and there are indications that it will continue for some time to come. During the year the membership had increased over 12 per cent, and it showed, compared with 1904, an increase of over 36 per cent.

The *Frankfurter Zeitung* publishes a telegram from Tientsin according to which China, in connection with the return of the Commissioners who were sent to Manchuria, contemplates summoning a conference to discuss Manchurian questions. Germany, the United States, Great Britain, Russia, and France are, it is stated, to send politico-commercial delegates, and the Customs Department is to send an expert representative. The special treaty concluded between Japan and China is to be submitted to the conference, while a special conference with Russia on the frontier question is also in contemplation.

On the 20th instant, the Norddeutscher Lloyd at Bremen celebrates the 50th anniversary of its foundation, and there is no doubt that this remarkable event will create a good deal of interest all over the world. On page 5 we publish an interesting outline of the history of the N.D.L. since its beginning, to which we find it difficult to add anything material. The regular bookings of passengers of all nationalities speak sufficiently for the deserved popularity of this always obliging and considerate line.

Prince Tsai-chen and Hsu Shih-chang, the special Commissioners returned from Manchuria, were accorded an audience of two hours' duration by the Emperor, and gave a report of the results of their investigations, and presented proposals to the Throne for reacquiring the lost railway, mining, and other privileges from the Russians and Japanese in the three Manchurian provinces; the reorganization of the financial system, the promotion of modern educational methods, the reorganization of the military forces, the development of international commerce, and the improvement of native industry.

The report of the directors of the United Lankan Plantations Company (Limited) for the year ended October 31st states that, after writing off £2,000 for depreciation of losses, the net profit on the year's operations is £111,539, to which has to be added the amount carried forward from last account, making the total sum available for distribution £124,317. After providing the dividend on the preference shares and an interim dividend of 5 per cent, and bonus of 15 per cent, free of income-tax, on the ordinary shares, the directors recommended a further dividend of 5 per cent and bonus of 15 per cent on the ordinary shares, free of income-tax, and set aside £2,000 as extra remuneration to directors, leaving to be carried forward £37,876. The general reserve remains at £100,000, and the reserve for depreciation of losses stands at £21,000. For 1907, crop on about 1,315 fields is being cultivated, and latest advices from the estates are satisfactory.

BRITISH NORTH BORNEO.

Our Sandakan correspondent writes: The expedition to survey the new railway from Kudat to Sandakan; left Kudat about the middle of January. The journey is expected to be covered in about three months, and the distance is estimated to be about 120 miles.

The extension of the wharf here has been put in hand.

The Governor and his wife are leaving here for Hongkong shortly, and proceed on March 14th, by the *Empress of Japan*, for England via Canada.

Tawee Coal is now being stocked here; the Coal Co. has its own wharf, close to the Government wharf, and has something like 250 tons here at the moment; as soon as the N. E. monsoon breaks there will be steady and ample supplies here all the time.

LATEST STEAMER MOVEMENTS.

The O. & O. str. *Coptic* sailed from Yokohama for this port on the 7th inst., and may be expected here on or about the 18th inst.

The T.K.K. str. *America* arrived at San Francisco on the 5th inst.

The str. *Sikh* sailed from Foochow on the 6th inst., at 1 p.m., and may be expected here at daylight to-day.

The C.N. str. *Tanaka* left Manila on the 5th inst., at 4 p.m., and may be expected here this morning at 8 a.m.

The C.R.R. str. *Empress of Japan* arrived at Yokohama at 7 p.m. on Wednesday, the 6th inst., and left again at 4 a.m. on Thursday, for Nagasaki, where she is due to arrive at 2 a.m. on Saturday, the 9th inst.

The C.R.R. str. *Atsuta* arrived at Shanghai at 9:30 a.m. on Wednesday, the 6th inst., left again at 4 a.m. on Thursday, for Hongkong, and is due to arrive at 6 a.m. on Sunday, the 10th inst.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE HOUSE OF LORDS.

LONDON, February 7th.

Lord Newton's Bill for the reconstitution of the House of Lords will be introduced this session.

THE NEW YORK TRAGEDY.

LONDON, February 7th.

Evidence in the sensational New York murder case is to the effect that White threatened to kill Thaw, who now brings forward the plea of self-defence.

NIEBOGATOFF SENTENCED.

LONDON, February 7th.

Admiral Niebogattoff has been sentenced to ten years' confinement.

DEATH OF VISCOUNT GOSCHEN.

LONDON, February 7th.

The Rt. Hon. George J. Goschen is dead, aged 76 years.

[The Rt. Hon. G. J. Goschen, P.C., M.A., LL.D., D.C.L., and F.R.S., was Chancellor of the Oxford University since 1903. He was educated at Rugby and Oriel College, Oxford, and was formerly a member of the firm of Frithling and Goschen. He was a Commissioner of Lighthouses for London, and was appointed an Ecclesiastical Commissioner in 1892, was Vice-President to the Board of Trade; Paymaster-General from November 1895 to January 1896; Chancellor of the Duchy of Lancaster from January till July 1896; President of the Poor Law Board 1898-70; First Lord of the Admiralty 1871-74; engaged on special commission to Constantinople from May 1880-81; was Chancellor of the Exchequer in Lord Salisbury's second administration, January 1887; became first Lord of the Admiralty, June, 1895; sat as M.P. for London 1863-90; and for Ripon from 1890-95 when he was elected for East Edinburgh. He was Lord Rector of Aberdeen University in 1887 and of Edinburgh University in 1890 and was again first Lord of the Admiralty from 1895-1900.]

MINERS' RIOT IN JAPAN.

TOKYO, February 7th.

A riotous outbreak of the miners employed in the Ashio Copper Mine, near Nikko, continued for several days. The interior of the mine was wrecked by the rioters, who also destroyed the surface buildings. The office of the directors was attacked by eight hundred men, and the directors tried to save their lives by concealing themselves in a cavity under the floor. They were discovered, dragged outside and clubbed to death.

The populace of the neighbourhood is terror stricken, and the police are helpless. Troops have been summoned to the scene.

The disturbances are attributed to socialist propaganda, following some annoyance at alleged official partiality.

[REUTER'S SERVICE.]

THE LORDS AND COMMONS.

LONDON, February 5th.

Mr. Churchill speaking at Manchester said the Peers had deliberately provoked a constitutional struggle and the Commons would take up the challenge without hesitation. Parliament would meet the conditions of war. We had outlived the times in which the House of Commons could not make their power effective without a general election, though that was inevitable in the end.

[N.-C. Daily News Service.]

NEW CHINESE GUNBOATS.

TOKYO, February 1st.

The Chinese gunboat *Chia*, *Chuang* and *Chung*, which have been built at Kobe, have received their complement of officers and will engage in gun practice for three days from the 4th instant off Kii province.

A STEAMER COLLISION.

TOKYO, February 1st.

The Japanese str. *Ryusei Maru* (1,230 tons) and the O.S.K. str. *Taihoku Maru* (2,736 tons) from Keelung owing to the high sea and strong current prevailing at the time. The former sank immediately, but all on board were rescued.

THE CUSTOMS AT TAIBEN.

TOKYO, February 3rd.

The Japanese Minister at Peking has informed the Waiwaps that Japan favours the introduction of the Kiaochow system for the Customs administration at (Taibei) Daini.

[According to the Agreement between Germany and China regarding the Kiaochow Customs, which was to take effect from January 1906, but was not put into actual operation until three months later, the Imperial Maritime Customs are entirely responsible for the Customs

in the leased territory and hand over to Germany 20 per cent of the proceeds. Japan recommends the adoption of this system at Taibei, instead of keeping the Customs revenue for herself and compelling China to have a Customs station of her own just outside Japanese territory.]

THE MANCHURIAN TELEGRAPH SYSTEM.

TOKYO, February 3rd.
The Waiwaps has agreed to an amalgamation of the Chinese and Japanese telegraph system along the South Manchurian Railway.

CANTON.

[FROM OUR CORRESPONDENT.]

ANOTHER DISTINGUISHED VISITOR.
February 6th.

Marquis Li Kwok Kit, grandson of the late Li Hung Chang, who was some time ago appointed Lieutenant General of the Manchurian Army of Kwangtung, left Shanghai on the 4th instant to take up his new appointment in Canton. His Excellency is expected to arrive in Hongkong on the 8th instant. His Excellency Viceroy Chou Fu has despatched a guard and two commodores to receive Marquis Li in Hongkong.

NO EXCITEMENTS ALLOWED.
The Japanese Consul here sent an application to Viceroy Chou Fu on behalf of the proprietor of a Japanese theatrical troupe for leave to give a performance in Canton. His Excellency replied as follows:—"During Viceroy Shum's regime the Italian Consul General and the Japanese Consul General (at Hongkong) had both applied on behalf of their subjects to give performances in the city. Viceroy Shum replied that the Cantonese people are easily excited and of very violent nature. It is feared that trouble may arise. Viceroy Shum has placed it on record not to permit any foreign performances of any description to be carried on in the city. I beg that you will convey this above to the proprietor of the theatrical troupe."

KWANGTUNG MINES.
Owing to the financial difficulties in the Kwangtung Province Viceroy Chou Fu has given instructions to the Director of the Bureau of Agriculture and Labour to devise means to raise capital and float companies to work all the mines in the Kwangtung Province. Viceroy Chou Fu suggested the working of all the coal mines first.

SWATOW SUGAR REFINERY.
Raw sugar is one of the chief products of China. Of late years, owing to the stagnation of trade, the consumption of raw sugar has diminished and consequently the exportation of this commodity has declined considerably. Viceroy Chou Fu discovering this, has delegated a special deputy Cheung Chang-long and a foreigner who is an expert in this line of trade to establish a sugar refinery in Swatow in order to manufacture sugar and export to foreign countries.

TO WELCOME DUCAL TRAVELLERS.
Preparations are being made here on an elaborate scale for the reception of T.H. the Duke and Duchess of Connaught and Princess Patricia.

THE SHANGHAI FATAL HUNTING ACCIDENT.

The very sad accident reported in our telegram occurred during the progress of the Paper Hunt Haddoop on Saturday afternoon, February 2nd. Mr. D. F. Pearce was badly injured that he died at the General Hospital at 12.15 a.m. on Sunday. Mr. Pearce was riding in the hunt on the Verman-Creek line when his pony stumbled and fell some yards in front of a dry jump, precipitating his rider into the jump. It was immediately seen that Mr. Pearce was very badly injured, the lower portion of his body being quite paralyzed. Several gentlemen in the hunt assisted to remove him from his position and there were doctors present almost immediately. The injured rider was carried to Nanyang College, an ambulance was sent for, and on this he was conveyed to the General Hospital. Several as were his injuries. Mr. Pearce was conscious until quite late in the evening. The *N.-C. Daily News* says:—David Francis Pearce was twenty-five years of age. He arrived in Hankow about three years ago as a test-taster for the firm of Messrs. Rodd and Heath, and at the expiration of the last two Hankow tea seasons he has come to Shanghai to assist in the purchase of green tea for his firm in conjunction with Messrs. Godes & Co. He joined the Light Horse E.V.C. as a trooper in 1905, and was a popular member while his keenness for riding took him to Amoy where he rode in the races. Although comparatively a recent arrival in Shanghai he is well known to a large circle of people. He was one of the class of young men that Shanghai can ill afford to lose, his business ability as well as his quiet and unassuming manner winning for him friends wherever he went. Great sympathy will be felt in Shanghai for deceased relations and friends in England.

THE REFORM OF THE PROVINCIAL OFFICIAL SYSTEM.

It is reported from Peking that it is proposed to organize the following Departments within the yamen of the Viceroy or Governor of each province. In the first place the Viceroy or Governor is allowed to have only one secretary—a Confidential Secretary—and the Viceregal or Governorial yamen will contain the following Departments with a Commissioner or Director over each:—(1) Department of Foreign Affairs, (2) Civil Officials' Department, (3) Department of the Community, (4) Department of Finance, (5) Department of Ceremonies and Education, (6) Military Department, (7) Department of Agriculture, Works and Commerce, (8) Department of Posts and Communications. A Viceroy or Governor whose jurisdiction touches the frontiers of the Mongol or Tibetan dependencies will have a ninth Department, namely, the Department of Frontier Dependencies. The economy of the yamen of the Provincial Treasurer, Provincial Judge and Literary Chancellor will continue as usual, with the addition that each shall contain a special department where meetings may be held to confer on Governmental matters, i.e. the proposed formation of a City legislature. It is stated that an Imperial decree approving of the above departments will be issued shortly.—N.-C. Daily News.

THE ROYAL VISIT.

Yesterday His Royal Highness was occupied with his duties as Inspector General of the Forces. Accompanied by Major General Sir John Maxwell, staff officer, and H.E. Major General Broadwood, with their A.D.C.'s, he left Government House before nine o'clock. Proceeding to the Parade Ground, he inspected the troops that were there drawn up. Thence he continued his tour of inspection, and at 12-45 the Duke and his staff together with the G.O.C. and a large number of military officers crossed to Kowloon. Here they were entertained to lunch by the officers of the Duke of Connaught's own Baluchis at the regimental mess. Afterwards His Royal Highness visited the military quarters and forts on the Kowloon side and returned to Hongkong about five o'clock.

The Duchess and Princess Patricia went shopping in the forenoon, accompanied by Captain Coleman, A.D.C. to the Governor and Mr. R. A. D. Ponsonby. Six Chinese detectives and Detective Sergeant Torrett accompanied the Royal guests with the object of keeping the way clear.

THE ADJUTANT ENTERTAINS.

Last night, after his day's inspection of the troops and being entertained at lunch by the officers of his own Baluchi regiment, His Royal Highness, accompanied by the Duchess, the Princess Patricia, and suite, dined with Admiral Moore on the flagship *King Alfred*. As the cruiser lay in the harbour, resplendent with illuminations which stretched from the waterline to the masts, she was the picture of a floating palace, and most certainly the centre of attraction to those on board other ships in harbour, or the pedestrian who took his evening stroll along the waterfront.

Shortly before eight o'clock the Royal party left Government House, their body guard being a posse of police, who accompanied them to Blake Pier where they embarked on the Admiral's launch to partake of his hospitality for the evening, leaving again at 10.30 after being entertained right royally.

THE GOVERNMENT HOUSE DINNER.

It was a brilliant gathering that assembled at the official dinner at Government House on Wednesday evening, and His Excellency proved himself a capable host to do honour to the Royal guest. The band of H.M.S. *King Alfred* was in attendance, while a guard of honour was provided from the Middlesex regiment. Those in attendance were—

His Royal Highness the Duke of Connaught and Mrs. Ponsonby, His Excellency the Governor and H.R.H. the Duchess of Connaught, Major General R. G. V. Broadwood, Rear Admiral Tamari (at the head of the table), General Maxwell and Lady Pigott, Sir Francis Pigott and Mrs. Williams, Hon. Mr. F. H. May and Mrs. Chalmers, Mr. Thompson and Mrs. Wise, Hon. Mr. E. A. Hewitt and Mrs. Badley, Hon. Dr. Ho Kai and Mrs. Noble, Mr. Fletcher, Sir Paul Chater and Miss Pelly, Captain Fowmire, Hon. Capt. Badley, Hon. Mr. W. J. Gresson, Hon. Mr. E. Osborne, Mr. Noble, Captain Hamer, Flag Lieutenant Kohli, Flag Lieutenant Osborne, Hon. Dr. J. M. Atkinson and Mrs. Osborne, Hon. Mr. A. W. Brewin, Hon. Mr. H. F. Pollock, Mr. R. A. B. Ponsonby, Mr. Ross, Captain Andrews, Mr. T. Hough, Capt. Ponsonby, A.D.C., Captain Donham, A.D.C., Captain Armstrong, Hon. A.D.C., Capt. Ogle, A.D.C., Rev. Bishop Foxton and Mrs. Stewart Lockhart, Commodore Williams and Mrs. May, Hon. H. J. Gompertz and Mrs. Atkinson, Hon. Mr. W. Chatham and Mrs. Brewin, His Honour Mr. Justice Wio and Mrs. Pollock, Hon. Mr. Wei Yuk, and Mr. Woodward.

THE RECEPTION.

Those in attendance at the reception held at Government House on Wednesday night by T.R.H. the Duke and Duchess of Connaught and Princess Patricia were—

Lieut. M. H. Anderson, R.N., Captain J. G. Adamson, Capt. T. H. E. Anderson, Lieut. Colonel and Mrs. Aiken, Dr. D. H. Ainslie, Mr. and Mrs. A. E. Allen, Messrs F. S. Allen, P. F. D'Agostini, A. B. Austin, P. Austin, J. D. Auld, E. D. Atkinson, Sir Henry and Lady Berkeley, Lieut. C. W. Beckwith, B.N., Capt. S. O. Boyd, Lieut. H. Butterworth, R.N., Major R. L. Bayliff, Capt. F. S. Butler, Major H. Broke, Capt. H. M. Beasley, Rev. W. A. Briggs, Dr. A. Van de Sande Bakhuizen, Mr. and Mrs. Bird, Mr. and Mrs. D. Bradwood, Mrs. B. Browne, Mr. and Mrs. A. Becker, Mrs. B. G. C. Bailey, Miss Hunter Blair, Miss Barrow, Miss Bird, Miss Barker, Miss Berkeley, Miss I. Beattie, Messrs A. Braz, J. R. Boyer, A. C. Botelho, R. Baker, J. Bonabait, E. G. Barrett, H. F. Butterworth, G. O. T. Bagley, F. A. Bider, E. Bornein, F. B. L. Bowley, F. F. Ewert, J. J. Bryan, F. Browne.

A. van Briel, R. D. Bennett, R. Baker, R. F. Brays, R. J. J. Bryan, Mrs. A. J. Boese, Madame Bernheim, Messrs. H. Murray Bain, R. B. Beattie, C. H. Blason, G. Bullock, J. Barton, F. D. Barnes, Lieut. Colonel and Mrs. Carter, Major A. Chapman, Lieut. H. B. Colville, Captain P. H. Collingwood, Eng. Lieut. H. J. Clegg, Eng. Lieut. E. Carter, Major and Mrs. W. W. Chitty, Capt. Gordon Casserley, Captain J. S. Cunningham, Lieut. H. B. Cox, R.N., Dr. F. Clark, Mr. and Mrs. W. L. Carter, Mr. and Mrs. Miss Clarke, Mrs. Chichester, Mrs. Cunningham, Mrs. F. Clark, Mrs. T. W. Clarke, Mrs. Colville, Mrs. D. Clark, Mrs. H. J. Clegg, Mrs. Craig, Mrs. C. P. Perret, Mrs. R. H. Crofton, Mr. and Mrs. E. A. de Carvalho, Mr. and Mrs. F. Chayson, Miss D. W. Craddock, the Misses Chatham, Miss Carden, Miss A. C. Carr, Messrs A. de M. Carvalho, T. W. Clarke, W. E. Clarke, A. A. Claxton, D. Clark, C. P. Chater, A. Cunningham, G. de Champagne, J. H. Chalmers, J. McCubbin, H. F. Chard, A. E.

Crofton, D. W. Craddock, A. N. Clothier, R. H. A. Craig, E. S. Carruthers, H. G. Calthrop, R. M. Crose, H. W. Clothier, R. H. Crofton, and Major Chichester.

Baroness Dalrymple, Captain and Mrs. W. D. Dooner, Mr. and Mrs. W. H. T. Davis, Mr. and Mrs. F. H. Dixon, Mr. and Mrs. A. E. Denison, Mr. and Mrs. W. A. Dowley, Mr. and Mrs. S. Dunne, Messrs C. D. Drew, F. K. Dealy, L. T. Delaney, S. H. Dutton, R. F. Dill, T. E. A. Dalyell, W. B. Duncan, B. L. Dowbiggin, W. J. Dazi, W. Daniel, W. H. Donald, J. Dixon, C. E. Dixon, C. B. Dows, L. Dimmock, E. David, A. J. David, A. J. Darby, Lieut. H. T. Doring, Lieut. Dickens, Lieut. Commander W. H. Darwell, Captain W. H. C. Davy, Mr. and Mrs. G. W. Eves, Mr. and Mrs. G. H. Edwards, Mr. and Mrs. I. C. E. D'Eslerro, Miss Eyre, Messrs J. Eitzen, A. Ellis, F. W. Edwards, Messrs F. Freyfogel, A. N. Fraser, R.A.M.C., R. Fischer, J. E. Fasken, A. Fraser, C. C. Fiemmer, B. E. Forman, A. T. Frost, R.A.M.C., J. T. Fisher, R. E. Stuart, J. Fuller, H. G. Fisher, G. H. Botton-Foster, R. A. G. Friesland, Karl Freund, Miss Fletcher, Rev. and Mrs. J. H. France, Mr. and Mrs. A. Fuchs.

Messrs R. R. Gossett, R. N., A. H. Galt, V. R. Galt, R. G. A. L. S. Greenhill, C. H. Grace, A. W. Grant, A. Gordon, R. N., H. E. Goldsmith, P. J. Goldschmidt, A. Gregory, H. L. O. Garrett, Major J. R. Gale, Rev. P. Galarud, Dr. and Mrs. Gane, Dr. C. G. Gantman, Captain A. A. Gibbs, Deputy Inspector General Gimlette, R.N., Mr. and Mrs. A. E. Griffin, Mr. and Mrs. F. Gostz, Mrs. Lawrence Gibb, Miss Gorman, and Miss M. Gormley, Mrs. C. H. Hickling, Mr. and Mrs. B. A. Hale, Mr. and Mrs. R. A. Harding, Mr. and Mrs. G. A. Hastings, Major and Mrs. Hatch, Mr. and Mrs. the Misses Shelton Hooper, Miss Hadden, Dr. and Mrs. G. H. Harston, Mr. and Mrs. T. W. Hornby, Mr. and Mrs. J. Scott Harston, Mr. and Mrs. A. H. Hollingsworth, Mrs. W. Hunter, Mr. and Mrs. W. G. Humphreys, Mr. and Mrs. O. Von der Heide, Captain G. B. Thornhill, Eng. Sub-Lieut. J. Horvich, Dr. J. W. Hartley, Sub-Lieut. R. G. M. D. Hunt, Lieut. F. Hori, Mr. and Mrs. G. Harling, Dr. W. Hunter, Miss F. S. Houlder, Mrs. A. E. Hoggins, Miss Hance, Miss Hase, Messrs J. H. Hope, H. C. R. Hancock, J. M. McIlhenny, O. C. B. Hill, J. T. Hixton, E. J. Hughes, H. S. Hall, A. Haupt, P. H. Holyoak, W. T. Hockaday, A. C. Holbrow, R. G. Hines, J. Hamilton, F. Moldt, E. O. Hutchison, G. L. Hall, C. N. Healey, J. O. Hughes, H. E. R. Hunter, H. Humphreys, W. H. Hogdon, F. L. Hunter, H. F. E. Hickman, E. M. Hayward, E. A. Nankey, C. B. E. Hayward, Engineer Commander Y. Iwasaki and Mr. F. V. Izard, R.A.

Major and Mrs. T. P. Jones, Captain W. C. Jones, R.N.L.I., Staff Surgeon and Mrs. R. H. Jones, Assistant Paymaster E. P. Jones, Dr. E. Evan Jones, Dr. and Mrs. K. Just, Miss Jacobs, Mr. and Mrs. J. Jones, Mr. and Mrs. Edward Jones, Mr. F. Jones, Messrs B. James, C. H. Neill James, R.N., H. T. Jackson, D. Jaffe, J. J. Judah, J. C. Jonghlin, R.C.N.C., P. Jacks, L. A. M. Johnston, Patrick Jones, Dr. and Mrs. G. P. Jordan, Miss Lee Jones, Mr. A. J. Jhrand, Dr. and Miss Kruger, Mrs. L. C. Kerr, Colonel and Mrs. P. Kent, Dr. and Mrs. F. H. Kow, Lieutenant K. Kora, Lieut. J. Kiddle, Dr. Koch, Captain R. E. E. Krickeneck, Major H. J. Kelsall, Messrs F. C. Kendall, T. Kuwada, H. W. Kent, J. C. Kitzmann, P. H. Kilmann, J. H. Kimp, H. M. Kendall, F. V. B. Kirwan, Lieutenant T. C. Lethbridge, Captain and Mrs. F. W. Lyons, Captain and Mrs. C. F. G. Low, Rev. M. and Mrs. Longridge, Mr. and Mrs. B. Layton and Miss Layton, Mr. and Mrs. H. E. Stanger Leathers, Mr. and Mrs. E. Lane, Mr. and Mrs. C. Liebert, Mr. and Mrs. J. Loria, Mr. and Mrs. H. W. Looker, Miss M. D. Lee, Miss Loursire, Miss M. Loursire, Messrs A. F. D. Liversay, L. Lehmann, W. L. Leask, J. C. Lowe, A. R. Lowe, L. Langstair, P. Loureiro, L. C. Larmour, J. C. Lecky, L. K. Leeson, C. E. Libbard, E. P. Lang, E. C. Lewis, C. J. La Freutz, E. H. Lock, R. Lenzmann, P. Lehrs.

Mr. and Mrs. A. C. Moore, Mrs. W. B. A. Moore, Mr. and Mrs. A. S. Mihara, Mrs. J. McDonald, Mr. and Mrs. G. C. Moxon, Eng. Lieutenant R. B. McQueen, Rev. P. M. Macdonald, Dr. W. B. A. Moore, Rev. P. M. de Mavis, Messrs A. G. de Madros, F. Macdonald, W. D. T. Morris, G. H. Medhurst, H. A. Meyer, C. D. Melbourne, F. Matsuyama, R. Mateu, G. P. de Martin, E. A. G. May, Lieutenant Colonel and Mrs. Scott Moncrieff, Commander J. P. de Montmorency, Lieutenant M. A. Marshall, Dr. and Mrs. J. E. Mitchell, Captain C. L. Mayhew, Dr. O. Marciotti, Eng. Lieutenant McGregor, Commander H. L. Mawby, Assistant Paymaster P. D. E. Marks, Mrs. G. C. Maister, Miss Master, Miss J. Marchant, Mrs. and Miss P. Macdonald, Dr. J. W. Noble, Messrs H. G. Moore, L. M. Murphy, K. Matsuda, F. Macdonald, G. Muller, F. A. Maclean, V. E. F. de Marney, F. Matsuki, W. A. Moore, A. P. Marty, A. M. Marshall, J. Muller, J. E. V. Morton, C. W. May, G. B. Morrell, A. Moreno.

Mr. and Mrs. M. S. Netheote, Mr. and Mrs. H. Newbourn, Father Naval, Surgeon E. Nakajima, Eng. Lieutenant A. Notta, Captain J. D'Orly, Messrs Negroni, P. H. Nye, Mr. and Mrs. E. Ormiston, Mr. A. H. Gough, Major H. P. Parker, Lieutenant Colonel Price, Major H. de F. Phillips, Major J. H. Perry, Captain B. S. Phillips, Major J. W. Peters, Rev. and Mrs. T. W. Pearson, Miss C. H. Pearce, Miss Pion, Mrs. J. A. Plummer, Mr. and Mrs. T. Patrie, Mr. and Mrs. T. L. Perkins, Captain and Mr. O. L. Prior, Mrs. C. H. U. Price, Messrs T. E. Pearce, C.

Pharmaceutical, A. C. Putley, L. Plummer, H. E. Phillips, B. Perival, E. V. D. Parr, J. L. Macpherson, J. I. Plummer, A. N. Paxton, J. B. Pictou, L. D. Philpot, J. Piratizer, Captain W. A. Quennell, Mr. and Mrs. A. Rodger, Mrs. C. V. Shaw, E. B. Consal Romano, Mrs. and Misses S. B. Rowe, Mrs. and Miss E. Robinson, Mr. and Mrs. Ralphs, Mr. and Mrs. H. Rialand, Mr. and Mrs. W. Ramsay, Mrs. Richards, Mr. and Mrs. E. A. Ram, Mr. and Mrs. N. H. Rutherford, Lieut. F. A. H. Russell, Messrs O. S. D. Rowe, P. Roque, L. Robert, A. G. Roberts, C. H. Rowe, A. G. Raymond, A. R. F. Raven, Lieut. Colonel J. M. Reid.

Major and Mrs. Stevenson, Mr. and Mrs. Grant Smith, Mr. and Mrs. M. J. D. Stephens, Dr. and Mrs. F. O. Stradman, Mr. and Mrs. F. Southey, Captain and Mrs. T. Skinner, Captain and Mrs. F. H. Sargent, Miss Spedding, Miss Smith, Mr. and Mrs. B. de Szentimay, Miss K. L. Stewart, Dr. Alice Sibree, Miss Skipton, Miss Sands, Miss R. Stacey, Lieut. Colonel and Mrs. H. Seymour, Miss M. Sanders, Capt. J. R. S. Shinkwin, Eng. Lieut. A. G. F. Satter, Dr. J. H. Sanders, Lieut. P. A. Shepherd, Commander K. Sensib, Lieut. Y. Sakakura, Staff Surgeon E. C. Sawdy, Captain C. G. Spedding, Rev. G. Searle, Major G. W. R. Stephenson, Messrs U. A. Siebs, R. H. Sewell, P. O'Sullivan, G. M. Smith, J. R. M. Smith, E. G. Smith, F. Smith, R. A. J. Savage, A. W. Schellhas, H. W. Sayer, H. Percy Smith, J. H. Smith, A. Smith, J. C. Smith, T. S. Smith, J. M. P. de Silva, M. W. Slade, C. R. Satterthwaite, T. H. Stainlow, N. G. S. Simson, R. T. B. Sayle.

Major and Miss C. T. Terrett, Dr. and Mrs. J. C. Thompson, Captain and Mrs. Lloyd Thomas, Mrs. H. P. Tucker, Mr. and Mrs. W. T. Tucker, Captain K. Tonnai, Lieut. T. Toru, Mr. and Mrs. T. Takamichi, Captain A. Thompson, Captain G. B. Thornhill, Captain J. A. Take, Messrs T. G. Thornhill, A. Tillot, T. H. Towner, S. M. Towner, T. Toland, J. M. G. Taylor, H. Tiffenbacher, W. Taylor, C. Thiel, W. C. D. Turner.

Messrs W. Von Uffel and S. Uher, 129th Baluchis, Captain and Mrs. C. G. Verker, Mr. and Mrs. T. C. Vernon, Mrs. F. W. Woodley-Valpy, and Mr. H. Veger, Mr. and Mrs. W. B. Walker, Mr. and Mrs. E. C. Wilks, Mr. and Mrs. M. Watson, Herr and Frau Wendt, Mr. and Mrs. Van der Woude, Captain and Mrs. G. R. Wait, Mr. and Mrs. A. Wilson, Mr. and Mrs. G. A. Woodcock, Miss Williams, Miss Wigan, Miss Wilkinson, Miss I. Whiteley, Mrs. T. Wakefield, Consul General A. P. Wilder, Major W. A. Williams, Captain H. I. Walker, Captain G. G. Wood, Engineer Commander Watkins, Messrs J. E. Wood, A. G. Wood, F. Walker, Dr. Newell Wilson, Messrs A. T. Walker, C. D. Wilkinson, J. W. White, H. P. White, J. D. Winchell, W. L. Wessner, P. Wodchowski, H. V. Wilkinson, A. W. Watt, P. B. Wolff, R. de W. Waller, C. M. T. Western, W. H. Wickham, A. E. Wright, A. J. Williams and G. H. Wakeman, Mr. N. Yamada.

Messrs Chu Sik Yue, Chan Yue Ting, Chan Poy Kai, Chao Leo Cho, Choy Siu Wan, K. A. Chok, Chan Poo Poo, Chan Chuk Hing, Chan Ts. Wen, Chan King Wung, Fung Wa Chong, Ho Fock, Jay Yan Che, Ku Fai Shao, Lee Ping Shuk, Leung Ting Nam, Loo Kit Ting, Li Yau Tsau, Leung Shiu Kong, Li Po Lung, Lo Koon Ting, Li Man Leung, Lam Yuen Chuen, Li Po Kwei, Li Kin Tong, Li A. Pak, Lau Chia Ting, Leung Ngan Pui, Loung Kin On, Li Sau Hin, Li Ts. Hi, Lau Chu Pak, Mai King Shuk, Pow Tak Hang, Qian Chai Ching, Qian Kai, Siu Yuen Fai, W. W. Tse, Ting Lan Kek, Tang Chi Ngan, Tsoi Kwai Ng, Tan Ts. Kong, Tang Lap Sing, Tong Lai Chuen, U. Hoi Chan, Wong San Kew, Wa Wing Hong, Yip Chi Shan, Yang Hin Pong, Pim Yau Chuen, Yung Shin Po, Yon Ping Yee.

PROPOSED FIREWORK DISPLAY. The following notice has been issued by the Harbour Master:— It is proposed that on the night of Friday, the 8th instant, when T.R.H. the Duke and Duchess of Connaught and suite leave in special river steamer for Canton, there should be illuminations and display of flares and crackers among the shipping in the Harbour.

Vessels of various descriptions including native junks and boats are invited to exhibit lighted lanterns from 9.45 p.m. to about 11.30 p.m. and to fire flares and/or crackers for 10 minutes when the steamer with the Royal Party passes on that night. Lanterns, candles and crackers will be distributed at the Harbour Office and Tsim Sha Tsui Water Police Station on Thursday and Friday to native junks and boats whose owners should apply for same with their licences or certificates. TO-DAY'S PROGRAMME. To-day the Duke will inspect the Colony's defenses, and in the evening the party will be entertained to dinner by H.E. the General Officer Commanding. At 10 p.m. they will leave for Canton in a special river steamer chartered for the occasion, their departure to be the occasion of a grand display of fireworks. At Canton the party will be received by the Viceroy.

THE HAGUE COURT OF ARBITRATION.

The following have been nominated members of the Permanent International Court of Arbitration:— Great Britain.—Lord Selby and Sir E. Satow, formerly British Minister in Peking. Germany.—Dr. Krieger, Reporting Councillor in the German Foreign Office. Rumania.—M. Diacon, Secretary of State for the Department of Public Instruction and Worship in Bukarest.

THE FURNACE DISASTER AT PITTSBURG.

27 MEN INCINERATED.

Following adds to our recent telegraphic news:— In a terrible furnace disaster, caused by an explosion, twenty-seven men were killed at the Jones and Laughlin steel works. The poor fellows had no time to escape, and they simply disappeared, being quickly engulfed and incinerated by the river and rivulets of molten steel. How many tons of metal flowed nobody seems able to say precisely, but there were many, as is evidenced by the ruins.

Only one man out of a gang of sixty who were about to cast the iron escaped death or injury. The entire place took fire, adding to the horror, and two alarms called a dozen fire companies to the scene. Assistant Fire Chief, Peter Snyder, in directing the work of the men, fell with a collapsing treble, and is probably fatally injured. Several firemen were overcome by the fumes, and a second explosion hurt many.

The first explosion is said to have been due to a "blow-out" such as frequently occurs at the furnaces. It is caused by gas accumulating under the bell or cap of the furnace until the quantity is so great that an explosion comes with fearful results. The night-shift, composed of about sixty men, had hardly gone to work when the disaster occurred. Without any warning, the accumulation of gas was let go, blowing the top off the furnace and scattering its fiery contents over a radius of 300 yards. According to one witness, the molten mass flowed over the victims in a scorching wave 4 ft. deep. The workmen in the mill yard below were caught in the rush of liquid iron, and the greatest excitement prevailed. Men with their faces charred to a crust, and some with even their hands burned off, ran wildly about, their shrieks of agony sounding above the roar of the flames.

To add to the confusion, hundreds of the wives, mothers, and friends of the workmen who lived in the neighbourhood hurried to the scene, knowing full well the terrible results of a furnace explosion, while the cries of the injured filled the mill yard. The shouts and wails of those battling at the gates could be heard for hundreds of yards. The managers refused admittance to anyone, and for a time the gates remained closed.

At the base of the furnace the deputy-foreman found the charred leg of a man protruding from a pile of still red-hot cinders. He at once ordered that a search should be made for other victims. A gang of men were set to work, and within a few minutes two more bodies were unearthed. All three of the corpses were buried beyond recognition, only the stumps of their arms and legs remaining. One was not yet dead, though apparently it was only half a man.

It was too hot to make a complete search, and the coroner believes that the bodies of some of the victims will never be recovered. Caught under the thickest of the fiery shower, no doubt they were burned to ashes, that mingled with the cinders thrown from the furnace. Several pieces of charred human bodies were found, which indicates that this theory is correct. The wives and families of the missing men clustered around the gates of the works again, and made a piteous spectacle.

Of the thirty-five men employed at the furnace only one escaped unhurt. Three were killed, and seven were taken to hospital fatally injured. The remainder disappeared as though the earth had swallowed them up.

George Knox, the uninjured man, says: "We were all working, and never dreaming of an explosion. Suddenly there was a terrific roar. I immediately started to run. There were streams of molten metal everywhere. I was confused with an awful death unless I could run faster than the metal was travelling. I reached a place of safety not a moment too soon. I do not know what happened to the others. I did not see them after the explosion. If they did not run fast they were all buried beneath the molten metal."

Charles Benson, who was passing on a train at the moment of the explosion, says: "I saw ten men running. Their clothes were a mass of flames. Apparently some of them were injured, as they could hardly run. Several tripped and fell in the hot metal, which immediately enveloped them. There was a second explosion and when I looked again I did not see a soul. I believe they all perished."

MEXICAN MINER'S PALACE.

The *Express* correspondent in Mexico City sends an interesting account of a visit to El Alvarado, the richest man in Mexico, who has astonished the world by announcing that he intends to give all his vast fortune away before he dies.

Alvarado, who began life as a working miner, and has accumulated a less than a decade a fortune estimated at from 250,000,000 to 300,000,000, is probably the most remarkable millionaire in the world. He is still an uneducated child of nature, who retains the simple habits and manners of the Mexican people.

He lives in a gorgeous Italian palace which has a piano in every room, but his favourite apartment is a rough cellar, in which he spends most of his time.

He has never visited the capital, and with the exception of a few brief trips to the State capital, he has never been beyond his native Parais, where he knows by name every man, woman and child. A long string of beggars lines the approach to his mansion every day, and he walks down the row and gives alms to each.

His servants and advisers are the wise old Mexicans of the town, and his greatest friend is the aged priest who sings weekly Mass in his private chapel.

His gorgeous palace is furnished in execrable fashion, and thousands of canaries fly about the place. The dining-room is decorated with native fixtures built on the general design of Gothic churches. The great oak table is covered with well-worn oilcloth.

The chapel is full of gaudy church fittings and contains a dozen large mirrors, with mantelpieces before each of them, and an enormous quantity of ornate gilt furniture. Cheap and gaudy trinkets are sold by travellers to the simple millionaire are scattered about in confusion.

Alvarado confessed frankly that he hated it all, and only maintained it because his friends had urged him to live in a manner befitting the dignity of his great wealth. These friends are the miners and peons with whom he associated a few years ago.

How TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Chermant and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

PHOTO ALBUMS!

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LONG HING & CO.

No. 17, QUEEN'S ROAD.

[35]

SIMPSON'S WHISKY.

OF UNRIVALLED QUALITY, PURITY AND AGE AS USED IN THE HOUSE OF LORDS, AND THE ROYAL HOUSEHOLD.

PER CASE - - \$16.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135.

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

THE FIRE AT PORTSMOUTH.

CURIOUS DEMENT. The *Times* of Jan. 4th says:—The fire which broke out in the camp equipment stores at Portsmouth Gun Wharf on Wednesday night, as briefly reported in a portion of our first edition of yesterday, completely destroyed that building and its contents, only the inventories and papers being saved. As the store was a very large quantity of tents, etc., for the use of the troops in the Southern Command. All this was destroyed, and the loss is placed by officials at about £50,000. No exact account, however, yet been given. A policeman found the store about 11 p.m., and the fire had then got such a good hold that about half-an-hour later the flames were burning through the roof. Assistance was obtained as quickly as possible. The metropolitan police fire brigade from the dock yard and the borough police fire brigade were called, and all the ships in harbour were instructed to send assistance. These measures brought about 2,000 men to aid in the work of extinguishing the fire. All hands worked exceedingly well, but the men were considerably fatigued by the state of the wind in front of the building, it being "up" for the relaying of railway lines, and it was with great difficulty that the engines could be moved. There were few accidents, and these very slight; two officers had their hands scorched and two men were run over but not seriously hurt. It was past 2 o'clock before the flames were got under. Assistance was past. The cause of the fire is unknown. Admiral Sir Archibald Douglas, the Commander-in-Chief, was present whilst the brigades were at work, and yesterday afternoon he issued a memorandum in which he praised highly the work done by all engaged in extinguishing the fire.

Another account states that the camp equipment of an army corps was stored in the building. Everything appeared safe when the workmen employed there left on Wednesday afternoon, but at 11 o'clock the metropolitan police noticed a fire in the store, which was full of bedding, blankets, military bell tents, marmos, ropes, and other inflammable materials. The place was well alight when the alarm was raised, the fire having been burning for 300 ft. long with walls 2 ft. thick and heavy oak beams, pillars, rafters, and wooden partitions. Shortly after midnight the roof fell in with a crash, flames and sparks mounting high in the air and being visible for miles around. Grave fears were entertained for the safety of the houses in the town, and a heavy south-westerly gale was blowing and carrying the flames and sparks a considerable distance. Fortunately, however, no damage was done to private property. Every effort was made to confine the fire to the building in which it originated, and seamen were employed to remove stacks of wood in the vicinity which threatened danger, and also in clearing adjacent streets, which, as well as the officers' quarters, were in jeopardy for some time. By 2.30 the firemen had succeeded in this task and the troops were withdrawn, though the fire brigades continued to play on the burning debris until daylight. The camp store was completely gutted, and only the bare walls remain standing. Other buildings were scorched and damaged by water. The extent of the damage cannot be estimated, but it probably amounts to many thousands of pounds. In addition to the officers commanding the seamen and troops, most of the principal officers of the port and harbour were on duty during the fire, which was the largest known in Portsmouth for many years.

We received the following from the Admiralty:— "With reference to the fire at Portsmouth last night, the Secretary of the Admiralty begs to state that there was no fire in the naval portion of the Gun Wharf at Portsmouth, and that no Admiralty property has been burnt or injured."

Japanese Emigrants in Korea. A correspondent of the *Temps*, writing from Seoul in November last, gives a sympathetic account of the mass of Japanese emigrants who are now drifting into Korea as colonists. He remarks, as a noteworthy characteristic of this rush to a new country, the absence of the selfish and brutal struggle of which Western peoples give and example on such occasions. In spite of the inevitable crush and crowding, every one remains polite and helpful, particularly to the women. Although unknown to each other, a tacit bond of union seems to be established between them. The individuality of each subordinate is itself without constraint or effort to the collectivity which is being spontaneously organized between them. They feel that it is not single Japanese who are leaving their native land, but a small part of "Great Japan," and that this importance that it should be strong and prosperous. This characteristic and admirable union and discipline had a large share in the Japanese success in the last war, and will in the opinion of the correspondent to the *Temps*, be the principal element in the success of the little colonies that are being established along the new railway in Korea and Manchuria. Three hundred such emigrants are daily conveyed across the straits by two modern steamships, which thus connect the Japanese railway system with the new Korean line. Thanks to this new railway from Fusan to Seoul, the journey between the Japanese and Korean capitals is reduced to three days at the outside.

WEATHER REPORT. The Hongkong Observatory yesterday issued the following report:— On Feb. 27th at 11.50 a.m.—The barometer has risen moderately to slightly over Japan and China respectively.

Pressure is highest over the continent to the North of the Yangtze, and gradients continue moderate to slight.

Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:— Hongkong & Neighbourhood: moderate; fair.

Formosa Channel: moderate; fair.

South coast of China between: Same as No. 1.

Hongkong and Lanchow: Same as No. 2.

South coast of China between: Same as No. 2.

Hongkong and Hainan: Same as No. 2.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and not to the Editor. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE OF INTENDED DIVIDEND.
No. 35 of 1906.

THE KWONG CHEUNG Firm of No. 3, Jervois Street, Victoria, in the Colony of Hongkong, Drapers and Piece Goods Dealers.

A FIRST AND FINAL DIVIDEND is intended to be declared in the above matter. Creditors who have not proved their Debts by the 8th day of March, 1907, will be excluded.

Dated the 8th day of February, 1907.
GEO. K. HALL BRUTON,
Trustee.



SANITARY BOARD OFFICE,
Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kowloon, occupied by more than one family must be CLEANSED and LIME WASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "throughout" used in this notice means that the houses should be lime washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilmour Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau Ma Tei Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of February, 1907. [301]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order,
GEO. L. TOMLIN,
Secretary.

Hongkong, 5th February, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONVEYANCE, TO-MORROW (SATURDAY), the 9th February, 1907, at 11 a.m., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A QUANTITY OF MISCELLANEOUS ARTICLES.

Comprising:—SEXTANTS, PICTURES, MACINTOSHES, HATS, CLOCKS, UMBRELLAS, BILLIARD BALLS.

Also VALUABLE GOLD CHRONOMETER WATCH by Yates, Liverpool; And A Quantity of English GOLD WATCHES, DIAMOND RINGS, CHAINS, &c., &c., &c.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th February, 1907. 363

FOR KOBE.

THE Steamship, "HOKOSAN MARU," Captain I. Fukui, will be despatched for the above Port on TUESDAY, the 12th inst. at Noon.

For Freight, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 7th February, 1907. 359

NAVIGAZIONE GENERALE ITALIANA (Florio and Rattalino United Companies).

NOTICE TO CONSIGNEES, FROM BOMBAY AND SINGAPORE.

THE Steamship "CAPRI," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 9.30 a.m.

No Fire Insurance will be effected.

CARLOWITZ & CO., Agents.

Hongkong, 7th February, 1907. 4

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, TO-MORROW (SATURDAY), 9th February, 1907, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1907, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 23rd January, 1907. 290

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, Hotel MANISTON, on TUESDAY, the 12th February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd January to 12th February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 21st January, 1907. 292

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1907. 297

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 16th day of February, 1907, (both days inclusive), during which period no Transfers of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1907. 298

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 a.m. on MONDAY, 18th February, 1907, to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 18th February, 1907, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 2nd February, 1907. 332

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Prince Street, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors,
THOS. ROSE,
Secretary.

Hongkong, 1st February, 1907. 322

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1887. 114

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.,
Agents.

Hongkong, 13th August, 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906 £17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 697,500 0 0
II. FUND... 3,866,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th July, 1906. 1949

COME AND INSPECT

Our Special Varieties of ARTISTIC VIEW POSTCARDS

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO.,
Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. 128

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVE FUNDS... Gold \$10,000,000
RESERVE FUNDS... Gold \$3,250,000
CAPITAL PAID UP... Gold \$3,250,000

HEAD OFFICE: New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.
BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2% per annum on Daily balances and accepts 2% Deposits at the following rates:—

For 12 months 4% per cent. per annum.
For 6 months 3% per cent. per annum.
For 3 months 2% per cent. per annum.

No. 9, Queen's Road, Central, Hongkong.
CHAS. R. SCOTT,
Manager.

Hongkong, 1st January, 1907. 258

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$10,000,000
RESERVE FUNDS... \$10,000,000
SILVER RESERVE... \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. MERRITT, Esq., Deputy Chairman.
G. Ballou, Esq., A. J. Raymond, Esq.,
E. Goetz, Esq., J. S. Shaw, Esq.,
Hon. Mr. W. J. Goss, Esq., W. A. Sieba, Esq.,
C. R. LORSTADT, Esq., H. E. Tomkins, Esq.,
D. M. Nissim, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH

ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. 21

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application. INTEREST on deposits is allowed at 3% Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% Per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. 22

NEDERLANDSCH-INDISCHE HANDELS-BANK.

(NETHERLANDS INDIA COMMERCIAL BANK) ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (£1,250,000)
Subscribed Capital FL 10,000,000 (Paid up)
Reserve Fund FL 1,628,350.19 (£135,737)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indragajah, Bandoeng and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalangan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai, &c.

BANKERS: THE WILLIAMS DEACONS BANK, LD (SWISS BANKERS).

Paris: COMPTON NATIONAL D'ESCOMPTE DE PARIS.

Berlin: DEUTSCHE BANK.

Brussels: BANQUE DE PARIS ET DES PAYS.

Vienna: UNION BANK.

Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposits: 12 months 4% per annum
do. 6 do. 3% do.
do. 3 do. 2% do.

J. BOETTJE, Manager.
No. 16, Des Voeux Road Central.

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED... Yen 5,000,000
CAPITAL PAID-UP... 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Foochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama, Taipei, Tamsui, Keelung, Swatow.

HONGKONG OFFICE: 3, DES VOEUX ROAD.

Interest allowed on Current Account Deposits received on terms which may be learned on application.

ID. TOWHON, Manager.

Hongkong, 1st July, 1906. 2045

BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL 45,000,000 (£3,750,000)
RESERVE FUND... FL 5,000,000 (£417,000)

HEAD OFFICE IN AMSTERDAM.
HEAD AGENCY: BATAVIA.

Branches: Singapore, Penang, Shanghai, Bangkok, Sourabaya, Cheribon, Tegal, Pecalangan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai, &c.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Rangoon, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
do. 6 do. 3% do.
do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
do. 6 do. 3% do.
do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
do. 6 do. 3% do.
do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
do. 6 do. 3% do.
do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
do. 6 do. 3% do.
do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
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First Deposits 12 months 4% per annum.
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do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
do. 6 do. 3% do.
do. 3 do. 2% do.

On Current Accounts 2% per annum on daily balances.

First Deposits 12 months 4% per annum.
do. 6 do. 3% do.
do. 3 do. 2% do.

On Current Accounts 2% per annum on daily

INTIMATIONS

S. MOUTRIE & CO. LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS, PLEYEL, KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. [138]

TO LET

IN ALEXANDRA BUILDINGS Small Office on Second Floor.
Apply—
SECRETARY,
A. S. Watson & Co., Ltd.
Hongkong, 4th January, 1907. [159]

TO LET

ONE ROOM in PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.
Apply—
REUTER, BROCKELMANN & Co.,
Princed Buildings.
Hongkong, 29th January, 1907. [239]

TO LET

IMMEDIATELY the Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Kewney & Co. Ltd.
Apply to—
GILMAN & CO.
Hongkong, 23rd January, 1907. [260]

TO LET

IN AUSTIN AVENUE, Kowloon, Nos. 2, 7 & 12. From 1st March, 1907.
Apply to—
Comptroller Department,
E. D. SASSOON & Co.
Hongkong, 1st February, 1907. [325]

TO LET ON LEASE

FROM 1st JANUARY, 1907.
NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
Apply to—
ARRATTOON V. APCAR & CO.,
45, Wanchai Street.
Hongkong, 24th October, 1906. [101]

TO LET

NO. 6, LYEEMOON VILLAS, Kowloon, Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.
Apply to—
Care of "Daily Press" Office.
Hongkong, 21st January, 1907. [241]

TO LET

TWO Comfortable and well furnished Bedrooms with Board in a private family. Upper level. Charges Moderate.
Apply by letter to—
Care of "Daily Press" Office.
Hongkong, 1st February, 1907. [323]

TO LET

NO. 23, LEIGHTON HILL ROAD. Immediate Possession.
No. 26, LEIGHTON HILL ROAD. Possession 1st March, 1907.
Apply to—
THE COMPADORE,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. [339]

TO LET

POSSESSION FROM 1st MARCH NEXT.
WELLBURN, No. 31 the PEAK.
Apply to—
J. S. VAN BUREN,
Care of Nippon Yusen Kaisha.
Hongkong, 3rd January, 1907. [138]

TO LET

FULLY FURNISHED—from April 15th.
ALTEDENA, BARKER ROAD, the PEAK. Seven Rooms with ample Bath and Dry Rooms. Apply to—
J. S. VAN BUREN,
Care of Nippon Yusen Kaisha.
Hongkong, 3rd January, 1907. [138]

TO LET

FROM 1st MARCH, 1907.
NO. 3, CARNATION VILLAS, and No. 6, LOCHIEL TERRACE, Kowloon.
Apply to—
HEWAN & Co.,
No. 15, Connaught Road, West.
Hongkong, 1st February, 1907. [324]

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—
COMPADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [137]

TO LET

TO LET—FURNISHED.
"LAWKOR," No. 116, PEAK. April to end September.
Apply—
M. W. SLADE,
Princed Buildings.
Hongkong, 29th January, 1907. [300]

TO LET

RAVENHILL WEST No. 3, PARK ROAD.
Apply to—
DEACON, LOCKER & DEACON.
Hongkong, 3th December, 1906. [104]

TO LET

THE PREMISES known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th January, 1907. [155]

TO LET

NO. 27, SEYMORE ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 90 & 91 GODOWN PRAYA EAST.
Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 13th November, 1906. [103]

TO BE LET

FURNISHED.
FROM THE 2ND WEEK IN APRIL NEXT.
"TAN MOR," PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Dining and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 18th December, 1906. [117]

TO LET

NO. 1, WEST END TERRACE, Shamoen Canton.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 11th December, 1906. [91]

TO LET

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon, from March 1st. Redecorated, Electric Light, Tennis Court.
Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 1st June, 1906. [94]

TO LET

OFFICES in KING'S BUILDING and YORK BUILDING.
"RAYBURY," CONDUIT ROAD.
A HOUSE in WONG NEI CHONG ROAD, GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RYON TERRACE, FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1906. [91]

TO LET

NOS. 1 and 3, ORMSBY VILLAS, GRANVILLE ROAD, Kowloon.
Apply to—
SPANISH PROCUSSION,
Hongkong, 3rd January, 1907. [136]

TO LET

2 FOUR-ROOMED HOUSES at Praya East, near East Point.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 3rd January, 1907. [137]

TO LET

2ND FLOOR of No. 6 ICE HOUSE STREET. Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
TATA & CO.
Hongkong, 24th December, 1906. [105]

TO LET

A HOUSE in KNUITSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1906. [92]

TO LET

(EITHER IN WHOLE OR IN PART).
THE "GROVE," having 20 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.
Apply to—
E. M. HAZELAND,
35, Queen's Road Central, or to
WING-ON, Contractor,
34, D'Almeida Street.
Hongkong, 19th July, 1906. [96]

TO LET

"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club.
No. 4, CONDUIT ROAD.
No. 73, WYNDHAM STREET.
"BANGOUR" PEAK.
BUNGALOW (furnished) at New Territory, Kowloon, 4 Rooms, Low Rental.
BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).
No. 17A, QUEEN'S ROAD CENTRAL, Rooms (front Part, Top Floor, (over Achew).
BELLILIOS TERRACE HOUSES, ROBINSON ROAD.
TO LET OR FOR SALE.
NEW HOUSE on MOUNT KELLET, Five Rooms with Out Houses, occupation from 1st proximo.
Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd November, 1906. [102]

THE SPREAD OF TROPICAL DISEASES.

MAY SLEEPING SICKNESS COME TO HONGKONG?

Sir Patrick Manson, Physician and Medical Adviser to the Colonial Office, was the guest of the evening at the monthly dinner of the African Society, presided over by Sir Lauder Brunton, at the Criterion Restaurant last month. In acknowledging the compliment paid to him the distinguished parasitologist observed that though he had no personal experience of Africa itself he had had opportunities of examining a large number of persons suffering from diseases peculiar to that country. Of the many African problems to be solved one of the most important was that of disease, for one thing more than any other had made Africa a dark continent was the existence of so many curious and dangerous diseases but for which Africa to-day, instead of being the lag and in the race of civilization, would be in the van. Until eight or ten years ago our knowledge of African diseases was of a most elementary and unsatisfactory character. At one time all African diseases were included under the one word "malaria," but since malaria had been studied scientifically it was found to include half-a-dozen diseases, each requiring absolutely different treatment. Among others there were blackwater fever, African fever and sleeping sickness, of which the last named, formerly confined to certain districts on the West Coast of Africa, had now crept into the Congo, passed through the great African forests to Lake Victoria Nyanza, devastated Uganda and now seemed to extend to the upper waters of the Nile and Lake Tanganyika. There was no knowing whether it might not spread to Rhodesia and possibly even to India and throughout tropical Asia, a calamity to mankind too terrible to contemplate. In these circumstances it was of the utmost importance that those responsible should take steps to guard against such a possibility before it was too late. (Hear, hear.) It was a hopeful sign that people were beginning to learn that much useful knowledge could be acquired by dispassionate scientific study of these diseases which were conveyed by a variety of parasites and insects such as the tsetse fly and the mosquito, snails, and other molluscs. Of recent years the policy of the Government in the matter of pecuniary assistance to scientific research had undergone considerable change, and a more liberal spirit was now shown in connection with grants to the School of Tropical Medicine and similar institutions, thanks in great measure to the practical mind which Mr. Chamberlain brought to bear at the Colonial Office, when, notwithstanding the charge of Government, he believed the spirit instilled by Mr. Chamberlain was still in actual operation.

GERMAN AND BRITISH SHIPPING.

The determination of the White Star Line to transfer its New York mail service from Liverpool to Southampton is a national event. Many passengers will regret the change—will leave Liverpool with a sigh, remembering the unexampled facilities afforded by the British line. But it has been long seen that some rearrangement of Atlantic transport had become necessary, owing to the shifting of competition both among English lines and between England and Germany. Every one who has an eye for enterprise must have felt extreme, if rather discomforting, admiration for the success with which the great German lines have organized their routes, perfected their vessels, and seized openings. This new decision of the White Star Line is significant, because it is a challenge, belated but genuine, of the monopoly nearly won by the American and German lines in first class passenger service between America and the Continent. Beginning on June 1st the Oceanic Mail Steamship and Atlantic will start on successive Wednesdays from Southampton, calling at Cherbourg and Queenstown on the outward, and at Plymouth and Cherbourg on the return voyage. The shifting of these four steamers will affect little more than the first-class passenger service. Liverpool will lose the smallest fraction of its general cargo pre-eminence. But the carrying of these passengers is in some measure the symbol of national competition, and the ocean greyhounds are regarded throughout the world as the pioneers of commercial progress. In our struggle for our challenged supremacy in Trans-Atlantic service the building of the new Cunard liner, the *Queen Mary*, the call of the White Star steamers at Cherbourg will be the second, and both are patriotic acts to be welcomed. But we shall have no proper right to national satisfaction till our southern liners can compete both in speed and efficiency of equipment with the German steamers that mate and hold the Atlantic record—*Globe*.

EVIL-MINDED JOURNALISM.

The New York Sun, commencing upon the statement published in "a London newspaper" that Great Britain and Japan would join forces in the event of a war between the latter and the United States, asks: "How many days would pass before the American State Department would have received from Berlin an intimation to the effect that if Great Britain sided with Japan, the United States might count with absolute assurance upon the aid of the German Navy and Army? It cannot be gained that the Kaiser, during the last year, has made noticeable progress towards his objective, which is to convince the United States that it is not England, but Germany, who is America's best friend." The journal points out the means the German Emperor has adopted with America's friendship, and how America could repay Germany for her aid by subscribing to her loans. In conclusion the journal says: "In view of all the circumstances an offer from the Kaiser for an offensive and defensive alliance might prove a fitting rejoinder should an official declaration be made that Great Britain sides with Japan against the United States." The Sun is of opinion, however, that no such declaration will be made while Sir H. Campbell-Bannerman is Premier of Great Britain and Sir Edward Grey is at the Foreign Office.

TO LET

GROUND FLOOR of No. 4, DEN VEUUX ROAD including a Strong Room and several small rooms, suitable for a shop or office.
ROOMS on SECOND FLOOR of Victoria Building, No. 5, Queen's Road Central, suitable for offices.
No. 6, PEDDARS HILL, comprising of 5 Rooms with Out Houses, occupation from 1st proximo.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 31st January, 1907. [316]

NORDDEUTSCHER LLOYD JUBILEE.
5TH ANNIVERSARY OF ITS FOUNDATION.

On February 20th, 1907, the Norddeutscher Lloyd Bremen may look back upon a history extending over a period of fifty years. The development of the steamship company is most intimately connected with the expansion of trade over all the quarters of the globe, with the achievements of German industry, and with the progress of technique in regard to engineering and shipbuilding, which in the course of the last fifty years has transformed the entire steamship traffic of the world, uniting the five continents to one composite whole in which the continuous exchange of raw materials and industrial products as well as the travelling lighter and flatter of large masses of people, have become fundamental conditions of life.

It is shipping which ties the indissoluble bond between the different parts of the earth, which has more than anything else been instrumental in promoting the unity of the nations, the dissemination of culture, the widening of ideas, and the increase of the national wealth of all nations by means of labour.

If a steamship company may claim with just pride to have taken an important part in some degree even decisive part in the promotion of the interests, not only of its home country, but also of the world at large, it is able to say that during the whole time of its existence the number as well as the intrinsic value of the connections established by it have constantly grown; if, lastly, it may claim that the whole of the present-day steam navigation owes to its initiative important improvements, a lasting impetus, and the creation of new types of ships—such a steamship company is certainly to be regarded as a factor of considerable international importance.

From small beginnings—a service between Bremen and England carried on with three steamers, and the Bremen-New York line the Norddeutscher Lloyd has succeeded in developing up to the present in a steady succession 15 transatlantic regular main lines and 20 branch lines acting as feeders to the main lines. By the inauguration of steamship lines between non-German ports the Company has met in a very remarkable degree the demands for traffic facilities of foreign countries which are in course of evolution. Today the flag of the Norddeutscher Lloyd flies from 184 steamers. The shipbuilding industry has received orders from the Norddeutscher Lloyd to the value of 477 million marks. Six and a half million passengers have helped to establish the position of the Norddeutscher Lloyd in the passenger service, more than half a million passengers having been conveyed in 1906 alone. More than 23 million marks are paid every year to the coal mines; over 14 million marks are expended on provisions for the steamers; more than 2,700 agencies all over the world by the flag of the Lloyd.

In the history of the Norddeutscher Lloyd three different epochs are to be distinguished. During the first twenty years the development of the American service stands in the foreground. In the first decade it is carried on in spite of adverse circumstances, the Company fighting a veritable battle for its existence with all that energy which has characterized the management of the Lloyd from its very beginning. In the second decade it is established more firmly owing to the unification of the German nation, and Central and South America are drawn into the sphere of operations.

The second epoch, under the direction of J. G. Lohmann, extends from 1877 to the death of Lohmann in 1892. In this period falls the foundation of the express steamship service to New York and the construction of a fleet of express steamers which was quite unique in its kind and placed the Norddeutscher Lloyd at the head of the passenger service to New York. In 1895, under the management of Director Lohmann, the Far East is for the first time drawn into the sphere of action of the Lloyd by the inauguration of the Imperial Mail steamship line to East Asia and Australia.

The third great epoch is that of the present times, dates from the taking over of the management by the Director-General Dr. Wiegand in 1892, and has been attended by extraordinary success. In this period takes place the thorough reorganization of the Lloyd on entirely new principles, which have become typical for modern navigation. From 219,000 tons at the time of the death of Director Lohmann, the tonnage of the Norddeutscher Lloyd fleet has increased to upward of 700,000 tons. The types of tropical steamers like the "Prinz Heinrich" and the "Prinzregent Luipold," or the steamers of the "Barbarossa" class, with later improvements as shown by the "Grosser Kurfürst" (13,000 tons) and the "Washington" (17,000 tons), which latter is building; by the types of the steamers of the so-called "General" class such as "Zieten," "Roon," "Goeben"; of the "Prinzen" class or of the modern express liners the "Kaiser Wilhelm II." the "Kroepitz" and the "Kaiser Wilhelm der Grosse"—all these types of steamers are the results of the study, as careful as it was successful, of all those conditions which must be regarded to-day as fundamental for shipbuilding and shipping.

Hand in hand with the reorganization of the fleet went in this latter period of the history of the Norddeutscher Lloyd the extension of the various steamship lines. The chief features of the expansion of the Norddeutscher Lloyd's operations during the past 15 years are the doubling of the Imperial Mail line, the extension of the steamship service in East Asian waters and in the Pacific by way of branch lines the creation of a new and remarkably far-reaching system of steamship lines in the Mediterranean, the inauguration of new lines from Bremen to Central America and the southern part of the United States, and the new service between Japan and Australia. Of equal importance as the different steamship services themselves are the regulations for the construction of ocean-going steamers laid down by the Norddeutscher Lloyd on the basis of experiments made in the ship model experimental tank of the Company at Bremerhaven.

Besides the enormous extension of the Norddeutscher Lloyd's operations on land should be mentioned the benevolent institutions which the Company has founded by establishing pension and sick funds, not only for the 12,000 seamen in its employ, but also for the thousands of workmen who are permanently employed at the home port.

In the East of the world, in Asia as well as in Australia, the operations of the Lloyd to-day form an economic factor of the greatest importance. It may, therefore, be of interest to review the principal phases of the development of the Imperial Mail steamship line to East Asia and Australia and their extension by the branch lines established by the Norddeutscher Lloyd at its own initiative.

When the Lloyd opened the Imperial Mail service in 1878, the sailings took place at monthly intervals. The average gross tonnages of the steamers of either line amounted to little over 4000 tons annually on the eastward and homeward voyages. After the placing in service of the steamers "Preussen," "Bayern" and "Sachsen" in 1887, and the then "Kaiser Wilhelm II." (now "Hohenzollern") on the Australian line in 1888 the tonnage was increased to some extent, but it is not until after the old steamers had been replaced by the new vessels of the last era—that is after 1892—that there began the considerable progress which has lasted until the present day and causes ever more up-to-date and more beautiful steamers to be sent to East Asia and Australian waters. It stands in hand with the increase in the tonnage the improvement of the passenger accommodation. Nothing need be said here about the comfort of the interior appointments, or the attention bestowed upon the passengers on board the Lloyd steamers, for the figures of the traffic returns speak for themselves.

The doubling of the East Asia Imperial Mail service in 1899 constituted to the most remarkable progress in the trade with China. At the same time were placed in service, first on the Australian and then on the East Asia line, the huge steamers whose appearance in the Suez Canal marked a special phase in the operation of this most important highway of traffic to the East.

It will be remembered that the steamers of the "Barbarossa" class and the "Grosser Kurfürst" were the largest ships that ever passed through the Canal, and that the Suez Canal Company requested the Lloyd to let them have the models of these steamers for their special group at the International Exposition in Paris in 1900.

The increase in the traffic of the Norddeutscher Lloyd to the East has not been judged from a narrow comparison with former years. The tonnage of steamers of the East Asia line of the Lloyd has increased from 50,000 tons in 1887 to 200,000 tons. Whereas the number of sailings has only been doubled, the tonnage has increased to four times its former extent. On the Australian line the gross tonnage has risen from an average of 40,000 tons to 130,000 tons; this is three times as much as before, while the number of sailings has not been increased.

These are especially noteworthy achievements of the Norddeutscher Lloyd, by which not only the freight trade but also the passenger trade are benefiting.

The East Asia Imperial Mail service received a very significant extension by the Indo-Chinese express service which was established in 1900 and comprised all the islands of the Indo-Chinese Sea, the coasts of Siam, Burma, and Eastern and Northern China, the Philippines, and the Yangtze River.

Seventeen branch lines of the Norddeutscher Lloyd extend from Singapore and Hongkong northward from the Bay of Bengal to the North of China.

To the Australian Imperial Mail line has been added the new freight steamship service of the Lloyd via the Sunda Archipelago and the Arafura Sea, the line from Japan via Hongkong to Australia, and lastly, the branch line in the Pacific with Simsbahafen for a centre.

By the establishment of its own insular stations at Sydney, Hongkong and Singapore the Norddeutscher Lloyd has become a resident citizen in the Far East.

The Norddeutscher Lloyd serves trade and traffic, but it does not only take but also gives. Its fruitful influence in the whole of the East is doubtless nowhere. On the fiftieth anniversary of its foundation there is nobody in the economic life of Asia and Australia who does not sincerely and cordially congratulate the Norddeutscher Lloyd.

"THE SALT OF SALES"
Abbey's Effervescent Salt

Do you get up with a "born-tired" feeling mornings? bad taste in your mouth? dull headache? wabbling stomach? Unpleasant but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Grocers, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd.,
44, Queen Victoria Street, London, E.C.

Malarial Dangers

The dangers of this climate are multiplied if your system lacks the vitality of health.
Malaria can find weak spots in your constitution that you know nothing of. The surest preventive is

Hall's Coca Wine

This splendid English restorative tonic up the whole system, giving vision and vitality to every part. It corrects the blood and provides weak nerves with strengthening food. It brings the flush of health to the cheeks of the anemic and the convalescent, and enables you to resist disease.
Hall's Coca Wine is sold by all chemists and stores in large and small bottles. Look for the red key-mark trade mark.
Hall's Coca Wine
MADE IN ENGLAND

17-8

MARTIN'S
APIOL & STEEL
PILLS
A French Remedy for all Irritations. Guaranteed to cure all cases of Irritation of the Bowels, whether acute or chronic, and all cases of Indigestion, flatulence, and all cases of Stomach and Liver troubles. Sold by all Chemists and Grocers, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

LADIES' AND GENTS' BOOTS AND SHOES,
EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.
PRICES MODERATE.
A TACK & CO.,
26, DEN VEUUX ROAD CENTRAL
Hongkong, 18th January, 1907. [39]

WHY YOUR WORK DRAGS.
There are times when every man—every woman—requires Hall's Coca Wine. There are times when you grow weak and depressed; you lose your brisk, healthful energy, your work drags. You know there's something wrong, but possibly you will not admit the need of medical advice. The odds are that Hall's Coca Wine will promptly put you right, because Hall's Coca Wine gives you healthy blood and stronger nerves to overcome your weakness. It invigorates—exhilarates—makes the body strong.

MAIL TABLES
FOR 1907.
Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 20th January, 1907.

BEWARE OF
CONSTIPATION
It Poisons your Blood and Fosters Deadly Disease

CONSTIPATION is one of the most dangerous of common ailments. It poisons your blood with impurities drawn from the stagnant matter in your bowels; you become dull and sleepy, you have frequent headaches, pains, and often offensive breath. Anemia follows, or obstinate skin diseases, and sometimes the kidneys break down, leading on to rheumatism and uric acid troubles. Mother Seigel's Syrup regulates your bowels, renders constipation impossible, and cleanses your system of impurities.
"For 15 years I suffered from constipation, and could find no relief. This was a constant pain in my chest, and I had bad fits of sickness and violent sick headaches. I fell away to a shadow. But Mother Seigel's Syrup cured me thoroughly."—From Mrs. E. Chavallier, 125, Upper Tier St., South End Fort Elizabeth, July 29th, 1906.
MOTHER SEIGEL'S SYRUP
CURES CONSTIPATION INDIGESTION
A TRIAL WILL CONVINCE YOU OF ITS WORTH.

58-6

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c., via Usual Ports	DELTA	On 10th February	See Special of Call
LONDON, ANTWERP and	JAVA	About 13th February	Freight and Passage.
MARSEILLES	Capt. S. Barcham	February	
SHANGHAI, KOBE, MOJI and	MANILA	About 17th February	Freight and Passage.
YOKOHAMA	Capt. F. E. Andrews	February	
SHANGHAI	MACEDONIA	About 23rd February	Freight and Passage.
	Capt. C. D. Bennett	February	

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th February, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, NINGPO, SHANGHAI & CANTON	TAM SUI	On 8th Feb., Noon.
SHANGHAI	YOHOW	On 11th Feb., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 11th Feb., 4 P.M.
YOKOHAMA and KOBE	TSINAN	On 12th Feb., 4 P.M.
MANILA	TAMING	On 12th Feb., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th February, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAM SUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 10th Feb., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th February, 1907.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£31 FIRST AND £42 SECOND SALOON,
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 10th April
ZIETEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd May
BAIERN	WEDNESDAY 5th June
PRINZ HEINRICH	WEDNESDAY 19th June
SCHARNHURST	WEDNESDAY 3rd July
BOON	WEDNESDAY 17th July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at Noon, the Steamship "GNEISENAU," Captain G. Bode, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th Feb. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 12th Feb., and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 12th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$61 0 0	\$32 0 0	\$22 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	\$65 0 0	\$44 0 0	\$24 0 0
return	\$97 0 0	\$66 0 0	\$36 0 0

* To NEW YORK VIA SUEZ
VIA NAPLES, GENOA OR GIBRALTAR return \$64 0 0 \$44 0 0 \$26 0 0
VIA NAPLES, GENOA OR GIBRALTAR return \$115 0 0 \$79 0 0 \$47 0 0
VIA BREMEN OR SOUTHAMPTON return \$68 0 0 \$46 0 0 \$27 0 0
return \$123 0 0 \$83 0 0 \$49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERURBAN OF THE VOYAGE IN EUROPE:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	THURSDAY, 25th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemmes, with Mails, Passengers and Cargo, will leave this port as above. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	return	\$80.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	return	\$42.00
TO BRISBANE	\$23.00	\$20.00	\$14.00	return	\$38.00
TO SYDNEY	\$23.00	\$20.00	\$14.00	return	\$38.00
TO MELBOURNE	\$24.10	\$21.10	\$15.00	return	\$41.10
TO YOKOHAMA	\$30.00	\$20.00	\$14.00	return	\$44.00
TO KOBE	\$35.00	\$25.00	\$18.00	return	\$53.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$70.00	return	\$170.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97.00, 2nd Class \$65.00, 3rd Class \$47.00.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZESS ALICE"	Wednesday, 13th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG"	Wednesday, 27th Feb.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—		
To London via Plymouth or Southampton	1st Class	\$62.00
To Bremen	1st Class	\$65.00
To Paris via Cherbourg	1st Class	\$65.00
To Naples, Genoa via Gibraltar	1st Class	\$65.00
Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.		

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOHRS & CO., Agents.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
11 DAYS YOKOHAMA to VANCOUVER. 19 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration)	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN"	3,882	WEDNESDAY, 27th Feb.	16th Mar.
"MONTEAGLE"	3,163	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar.	1st April
"TARTAR"	4,425	WEDNESDAY, 27th Mar.	20th April
"EMPERESS OF CHINA"	6,000	THURSDAY, 11th April	29th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £260; via New York \$282.

Intermediate on Steamers... £40... \$42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of February	JAVA PORTS	First half of February
TJILATJAP	JAPAN	First half of February	JAVA PORTS	First half of February
TJIMAH	JAVA	First half of February	JAPAN	First half of February
TJIPANAS	JAVA	First half of February	JAPAN	First half of February
TJIBODAS	JAPAN	First half of March	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 30th January, 1907.

19

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS
Gutler, Palmer & Co., London.

AGENTS
SIEMSEN & CO.,
HONGKONG.

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBEG & CO
Sole Agents.

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to—

DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日曆英中 年十五

FROM 1st JANUARY 1864 TO 31st DECEMBER
1913, BEING FROM THE 18th YEAR OF THE
76th CYCLE TO THE 50th YEAR OF THE
76th CYCLE, THAT IS THE 33rd YEAR OF
TUNG CHI TO THE 39th YEAR OF
KWANG-UI.

PRICE \$2 CASH.

On sale at the HONGKONG "DAILY PRESS"
OFFICE, or Agents in all the Ports of the
Far East.
The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money order,
Hongkong, 3rd October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong,
CALLAO and IQUIQUE via JAPAN PORTS.
will be sent to valparaiso if sufficient inducement
"GLENFARG" 3,846 tons, Capt. Hollman,
Tuesday, 26th March, at Noon.
"KASATO MARU" 6,100 tons Capt. W. C.
T. S. Filmer, Thursday, 25th April, at Noon.
"GLENFARG" (Capt. Hollman) will be
despatched for Callao, Iquique, via Japan ports
(Kasato, Kobi and Yokohama) on 20th March,
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